

RAILWAY INTELLIGENCE.

St. Mary de Crypt Church, Gloucester.—The restoration of this beautiful church is proceeding, under the superintendence of Messrs. Dawkes and Hamilton, most satisfactorily. The sedilia in the south side of the chancel, and the pulpit and abbot's seat on the north, which are of exquisite workmanship, have been completely restored. The canopies on each side of the altar have been re-erected, and are choice specimens of the architectural skill of the early part of the fifteenth century. The stone altar-table which had been buried, but was recently discovered in an unutilized state, has been placed in its original position. It is a slab of Forest stone, 10 feet 1½ inches in length by 3 feet 7½ inches in breadth, and stands on five massive legs. The restoration and extension of this church have been undertaken by the rector, the Rev. A. Sayers, entirely on his own responsibility. The subscriptions already received or promised do not amount to more than £400; while the lowest estimate of the projected improvements is £1,000.

New Church at Hollinwood.—The subscriptions recently raised with the view of defraying the cost of repairing the roof of St. Martin's Church, Hollinwood, have been converted into a fund for the purpose of erecting an entirely new church at that place. Several liberal donations have been presented to effect that object, which has met with the most encouraging countenance from the Venerable the Archbishop of Manchester. At a recent meeting of the seat-holders and other parties interested in the present church, it was determined to take prompt measures to secure the building of a new church, with adequate accommodation for the poor.

The Committee of the Birmingham Building Society have decided immediately to commence the new church, to be named St. Andrew's, on a site liberally presented to them by Messrs. E. and C. Robins, in an elevated situation on their estate, adjoining Water-gate. The land on which St. Matthew's Church, parsonage, and schools are erected, was also presented by the same gentlemen.

Contracts for new seating with carved oak, and new flooring and plastering the parish church of Tavistock, Devon, have been entered into, and will be proceeded with immediately. The seats are to be all open benches, with carved ends. The altar, pulpit, and reading-desks are to be of Cuen stone, beautifully carved. The money was raised by public subscription, amounting to about 3,000.

Wiltshire.—The parish church of Marston Malsey is in such a dilapidated state, that it is proposed to take it down and rebuild the same upon a larger scale. It is in contemplation to erect a district church at Chittoe, in the parish of Allcannings, and another at Zeals, in the parish of Mere. The parish church of Melksham will probably be enlarged.

Runcorn Parish Church is about to be rebuilt in the early English style, with a tower and spire, at an expense of £6,000.

THE CHINESE TEMPLE OF HONGKONG AT GIFTING GIBBS.—In front of the building there is a grass lawn, green and pleasing to the eye, garnished in divers places with trees and evergreens of less size, and a carriage drive of 200 yards long, more or less, leads from the entrance gate near the Green up to the door. Moreover, an adjoining field has been taken in and added to the grounds, that nothing might be wanting, round about which run some shady and labyrinthine walks, where lovers may wander at will in the cool of the evening; and many stately trees growing thereby spread their nervous limbs abroad over head, wherein any who have too hastily done a rash act may go and hang themselves up at pleasure. In fine, the place is altogether tastefully laid out, with care both for joyous pastime and pleasant recreation.

ANCIENT RELIC.—Mr. T. Walsh, Limerick, has got a curious and rare specimen of the gold pipe or bodkin which the Irish chieftains of old wore in front of their dress. It was found in the crevice of a rock at Carrigaholt Castle, on Tuesday, where a few natives were burning sea-weed. It is fully seven inches long, and is of the purest gold, weighing over two ounces.—*Cork Examiner.*

Edinburgh and Glasgow Railway Extension Bill.—A good deal of interest has been excited during the last few days, both in Edinburgh and Glasgow, regarding certain clauses in their new bill (the 36th and 37th), which give the above company the very questionable power of opening and inspecting parcels sent along their line. If we are not much mistaken, however, the public have little to fear on this score, for we have reason to believe that these clauses were withdrawn from the bill by the promoters, even before general attention was called to them in the prominent manner in which they have recently been noticed. At a meeting of the Glasgow Town Council, held on the 7th current, at which the propriety of petitioning for the bill was considered, a letter was read from the law agent of the company, stating "that he had advised from London, announcing that in consequence of some doubts having been expressed, the clauses 36 and 37 of the Edinburgh and Glasgow Railway Extension Bill had been withdrawn from the bill for the present, and referred to the select railway committee." The council accordingly, on the distinct understanding that these objectionable clauses were withdrawn, agreed to petition in favour of the bill. A day or two afterwards a second communication was received from the same gentleman, on the part of the company, stating that the clauses "had been withdrawn absolutely from the bill, because the subject had been taken up by the select committee, now sitting on railways in general, who are to consider and report to the House of Commons whether any and what clauses ought in future to be inserted in railway bills, for the protection of the company against frauds, having regard, however, to the interests of the carriers and of the public." We are, therefore, to believe that these special clauses do not now exist in the bill referred to; but at any rate it would not perhaps be too much to ask a distinct declaration upon the point from the railway authorities, especially as the public mind, both here and in Edinburgh, is much excited on the point.—*Glasgow Herald.*

Railway to Scotland.—A prospectus for the continuation of the Lancaster and Carlisle Railway to Glasgow and Edinburgh, along the railways of the Annan and Clyde, by Lockerby, Lymington, and Lonsark, has at length made its appearance, which is without exception the most satisfactory document of the kind that ever came under our notice, and cannot fail to ensure its success. Among the provisional committee are the names of Lord Belhaven, the Marquis of Queensberry, the Earl of Cathcart, Lord Abercromby, Lord Elphinstone, Sir William Jardine, Sir W. C. Anstruther, Sir Frederick Pollock, and a host of the most influential landowners along the line; and what is, perhaps, of still more consequence, the undertaking is supported by the Directors of the Grand Junction, the North Union, the Lancaster and Preston, the Manchester and Bolton, and other railway companies, by whom one-third of the capital is to be provided. The total cost is estimated at 1,800,000, and in the present state of the money market, and the almost certainty of its proving a profitable line—the committee estimate it at eight per cent.—not a doubt is entertained but the whole capital will be speedily subscribed. We fully expect to see the work undertaken and completed in a very short period.

Important Railway Communication.—The importance of railway communication from the British to the Bristol Channels, and the desirability of a junction between the South-Western and Bristol and Exeter Railways, have been felt by the public. Both these objects are now likely to be attained. A railway is about to be proposed from Southampton, through the New Forest, between Ringwood and Christchurch to Lytchett, which is immediately at the back of Poole Harbour; from this point it will be continued to Dorchester, thence to the river Yeo, and extending to Bridgewater. It is not yet decided whether there shall be one or two companies, but this will be known in a week or two.—*Sherborne Journal.*

Bristol and Gloucester Railway.—The usual half-yearly meeting of the proprietors of this railway was held on Thursday week. Great satisfaction was expressed at the report of the directors, and at the advantageous position in which the company is placed. The minimum receipts upon the line, when it shall have been completed, are calculated at a sum which will give 10 per cent. interest to the shareholders for their money, rendering this line one of the most prosperous in the kingdom. The report contains the gratifying announcement to the proprietors that no further calls will be necessary, as there are sufficient funds in hand to finish the line. From the engineer's report it appears that the whole of the permanent way is laid upon the extension-line, and the entire line, it is now said, will be opened in three months from this time. The delay beyond the period originally contemplated was caused by the unfinished state of the line, belonging to the Great Western Company, between Stone-house and Gloucester. The meeting unanimously empowered the directors to subscribe an additional 10,000, towards the projected South Devon Railway.—*Bristol Journal.*

North British Railway Bill.—On Thursday week, the committee of the House of Commons met to consider this Bill—Sir C. Lemon as chairman. There were present—Mr. Macaulay, Mr. Elliot, Mr. Pringle, Sir A. L. Hay, Mr. Dugan, Mr. Stansford O'Brien, Mr. Fowler &c. Mr. Tallant opened the bill for the company, and stated that the opposition to the measure arose from certain proprietors of lands through which the railway would pass. On Friday, the Lord Provost, Mr. J. F. Macfarlane, Mr. H. F. Cadell (Cochrane), and Mr. Miller, the engineer, were examined in favour of the Bill.

Stratford Railroad.—The Council of Administration of this railroad has been finally constituted, and has presented to the Minister of Public Works a tender for the immediate execution of the works. The council includes Mr. Charles B. Baldwin, member of the British Parliament. Alderman W. Thompson, M.P., is President of the London Committee.

Exeter and Crediton Railway.—A meeting was held in Exeter on Wednesday week, to form a company for a railway from Crediton, to unite with the Bristol and Exeter Railway near Coaley Bridge. The meeting was attended by a deputation from the Bristol and Exeter Company.

St. Helen's Railway.—We learn, from good authority, that the amalgamation of the St. Helen's Railway and the Sankey Canal is now settled, and the two companies are working in concert until an Act of Parliament be obtained.—*Liverpool Courier.*

The Great Western Railway Company have bought four acres of land adjoining the railway, in the parish of Standish, a few miles below Gloucester; with the view, as is surmised, of making a large station there, should a line be carried onward across the Severn to South Wales.—*Bristol Journal.*

ERECTOR OF A ROMAN VILLA.—A site has been selected for the house which his Majesty the King of Bavaria has ordered to be built strictly after the model of the ancient Romans, and for that purpose an architect and a painter have been sent to Naples to examine and to study all the particulars and minutiae of the best preserved private buildings at Pompeii and Herculaneum. The extensive collection of ancient utensils and furniture which his Majesty at various times received as presents from the King of Naples will be sufficient to furnish the house.

SINGULAR DISCOVERY OF ANCIENT COINS.—On Wednesday week, as some men were employed digging near the railway at Cheltenham, they discovered, at about 40 feet below the surface of the earth, a small earthen urn, of remarkable texture, upon which were carved some beautiful specimens of ancient Roman architecture, and upon being opened it was found to contain a number of ancient gold and silver coins; amongst others were a few of silver of the reign of Tiberius Cæsar, in high state of preservation.